

CALIFORNIA BRT PROJECTS

FACT SHEET

Transit Operator: Alameda-Contra Costa Transit District (AC Transit)
Contact: Jim Cunradi, AC Transit, Phone: 510.891.4841
Project Name: Transbay BRT
Project Location: Bay Bridge – McArthur Blvd. corridor in the city of Oakland, CA, operating on the following streets: MacArthur Boulevard, Grand Avenue, Harrison Street, 20th Street, West Grand Avenue; between Mandela Parkway and the San Francisco-Oakland Bay Bridge Toll Plaza buses would use the West Grand Avenue-Maritime Structure.

Status:

AC Transit has begun studying a new BRT corridor that would operate on both arterial streets and Interstate 80 Bay Bridge: The Transbay Bus Rapid Transit Project in the Bay Bridge - MacArthur Boulevard corridor. The purpose of the Project is to create a BRT system in the corridor that will reduce congestion on the Bay Bridge and make improvements in travel on the corridor. The project is being done in partnership with the Alameda County Congestion Management Agency (CMA), the City of Oakland, Caltrans and the Metropolitan Transportation Commission.

The proposed service would feature frequent bus service along the Corridor with limited stops and fast speeds. CMA and AC Transit desire that the bus service has speeds, frequencies and passenger amenities that approach the qualities of rail transit systems. A second objective is to increase the speed of returning (deadheading) buses in the Corridor to either San Francisco or Oakland locations to increase the overall efficiency of the transit system.

AC Transit currently operates frequent Transbay bus service in the Grand-MacArthur corridor. This service is provided by Line NL—MacArthur Transbay Limited. The service operates currently at 15 minute frequencies between AC Transit's Eastmont Transit Center at 73rd Avenue and MacArthur Boulevard and the Transbay Transit Terminal in San Francisco. AC Transit is scheduled to extend the service to MacArthur and 106th Avenue, and increase service to every 12 minutes in September 2005 with RM2 operating funds. Bus stops are located about every 2,500 to 3,000 feet.

AC Transit will also be studying signal upgrades and transit priority at various intersections including Grand/Lakeshore, Park, Fruitvale, 35th, High Street, 73rd, etc. In addition, the study will evaluate queue jump lanes at surface intersections and improved bus access to the HOV bypass lane at the bridge.